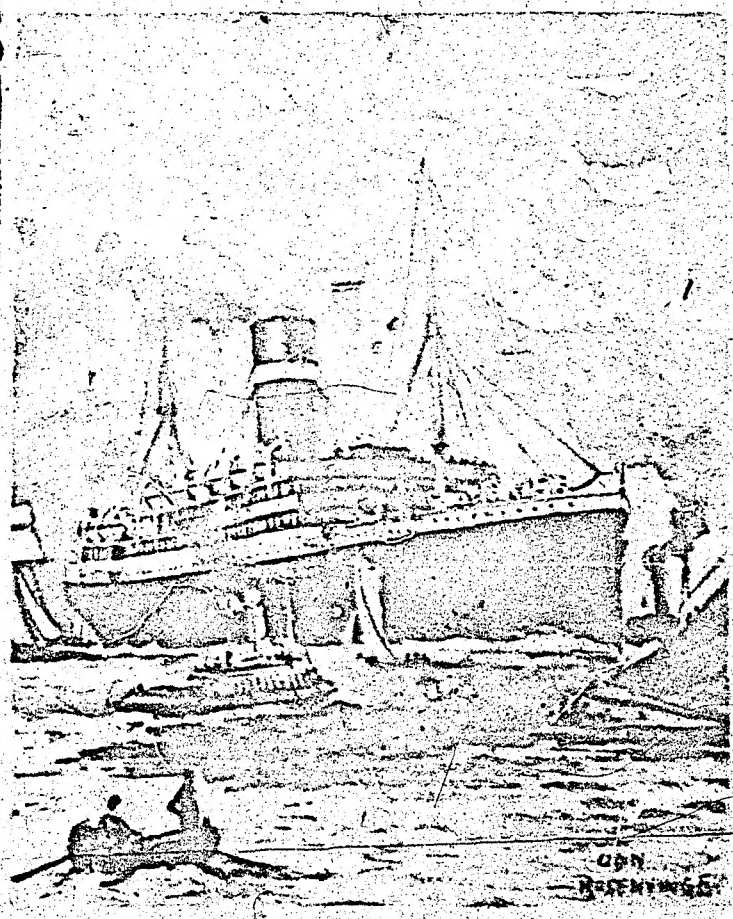
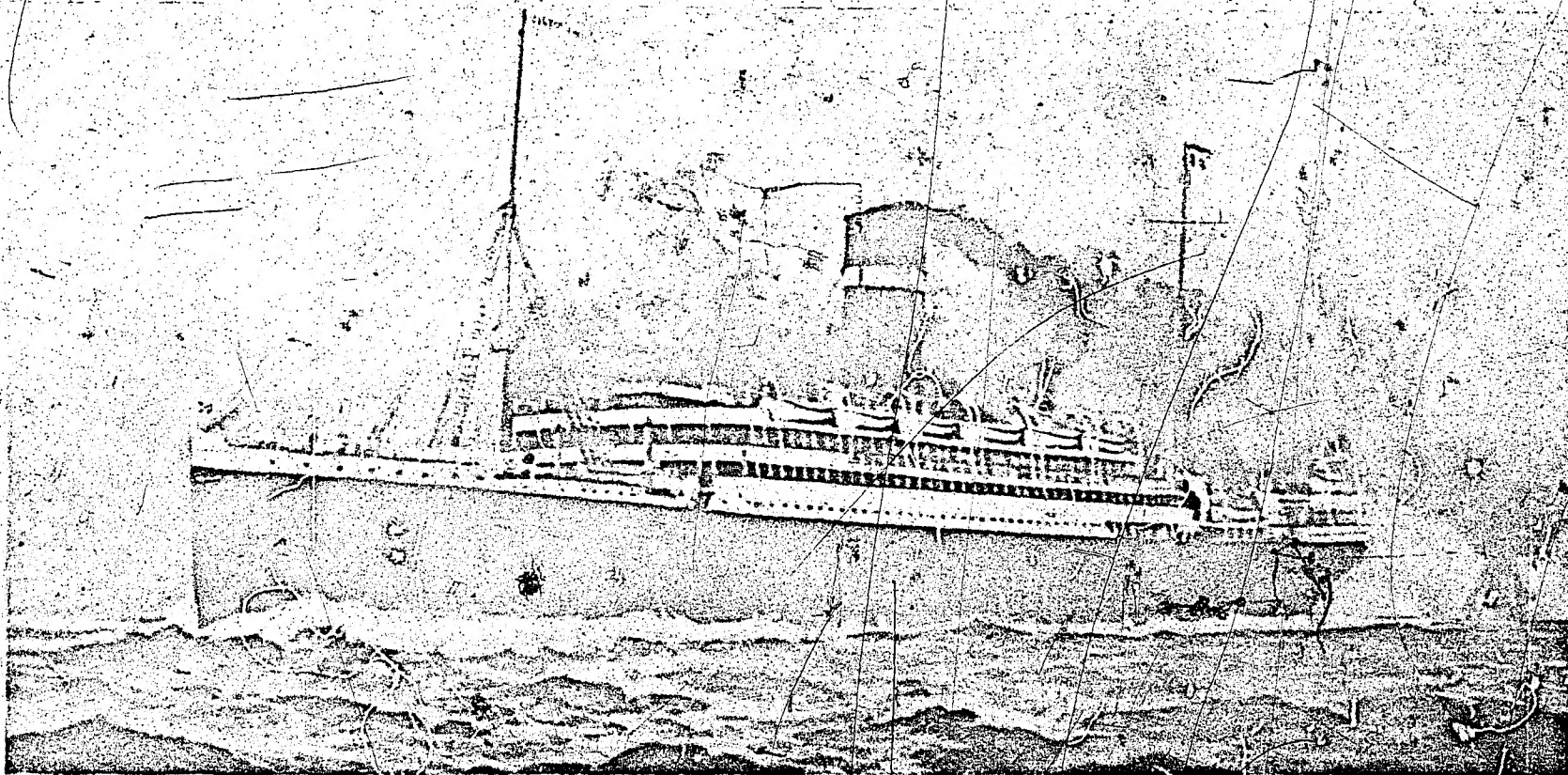


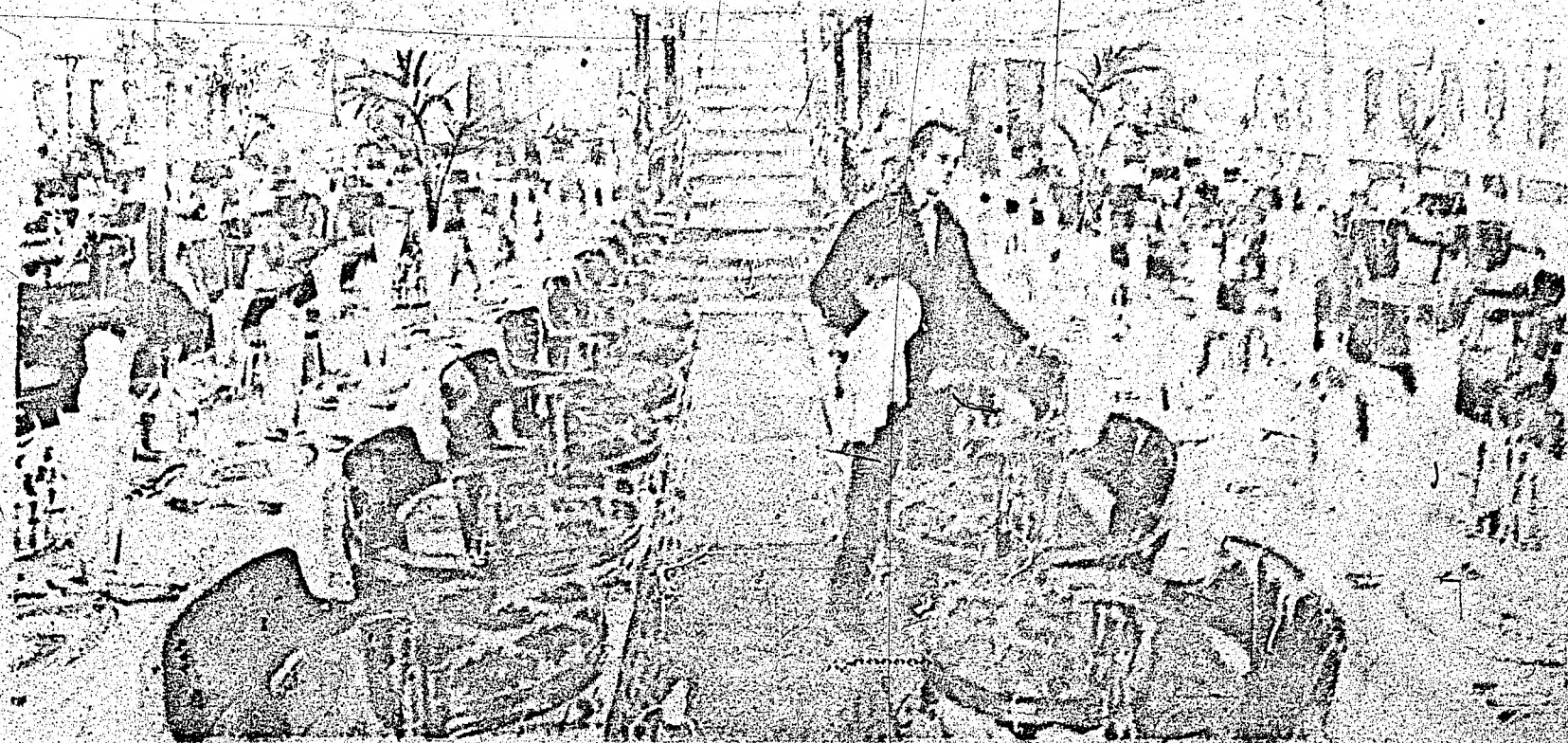
ALLAN LINE



HANDBOOK OF INFORMATION.
VERY INTENDING EMIGRANT TO CANADA OR THE
UNITED STATES SHOULD READ THIS BOOK.



"VICTORIAN" AND "VIRGINIAN" TURBINE TRIPLE-SCREW, 12,000 TONS EACH.



SECOND CABIN DINING SALOON. "VICTORIAN."

CANADA.

The Call of the West.



Some idea of the size of the Dominion of Canada may be obtained from the fact that it is about thirty times larger than the British Isles. It is greater than the United States, and its area is only a little less than the whole of Europe. From the Atlantic to the Pacific, and from the Great Lakes on the south to the Arctic Ocean on the north, spreads out this land of teeming opportunities, and though capable of sustaining 100,000,000 people, is inhabited, at present, by fewer than 6,000,000 souls, a population less than London. It is, therefore, possessed of unlimited potentialities, and only awaiting the labour of strong healthy Englishmen and Englishwomen to carve out for it a mighty future.

Last year, just under 100,000 Britons entered this land of golden promise. Within the past four years the British immigration has grown nearly five-fold, a most significant piece of evidence of the favourable reports from those who have settled there.

Unlimited Resources. There are millions of acres of arable land; its forests, which extend over thousands of square miles, are the finest in the world. With coal fields and valuable minerals it is richly endowed; whilst in its cheap inter-communication by water, Canada can scarcely be equalled.

Social Advantages. One of the noticeable features of the social life of Canada is that while there is no feudal nobility, those traditions which give the genial character to English society have been carefully preserved. The farmer and the agriculturist are their own masters, possessing their own farms, and at liberty to follow their desires. This holding of land produces a fine spirit of independence in the settler, which is not to be found in the older countries. In Canada, caste, or class distinction does not exist, and the fact that a man performs manual labour does not detract from his social dignity. Numerous societies, farmers' institutes and other organizations which bring people together exist in many parts of the country, so that there are ample opportunities for friendly gatherings and interchange of news and

ideas. It is often thought that the settler in Canada, unless he is accompanied by others, is doomed to a solitary existence; but this is by no means the case.

Splendid Climate.

Naturally, the climate of the country, owing to its vastness, is variable. Roughly, Canadian summers are hotter than in England, and the winters colder. But neither the summer heat nor the winter cold are disadvantages to the inhabitants, or to the productiveness of the land. The warmth of the summer months extends the range of production, in grains, from oats and barley to wheat and maize; in fruits, from apples and pears to peaches, grapes, melons, nectarines, and apricots; and in vegetables, from potatoes, turnips, carrots, and cabbages, to the egg plant and tomatoes.

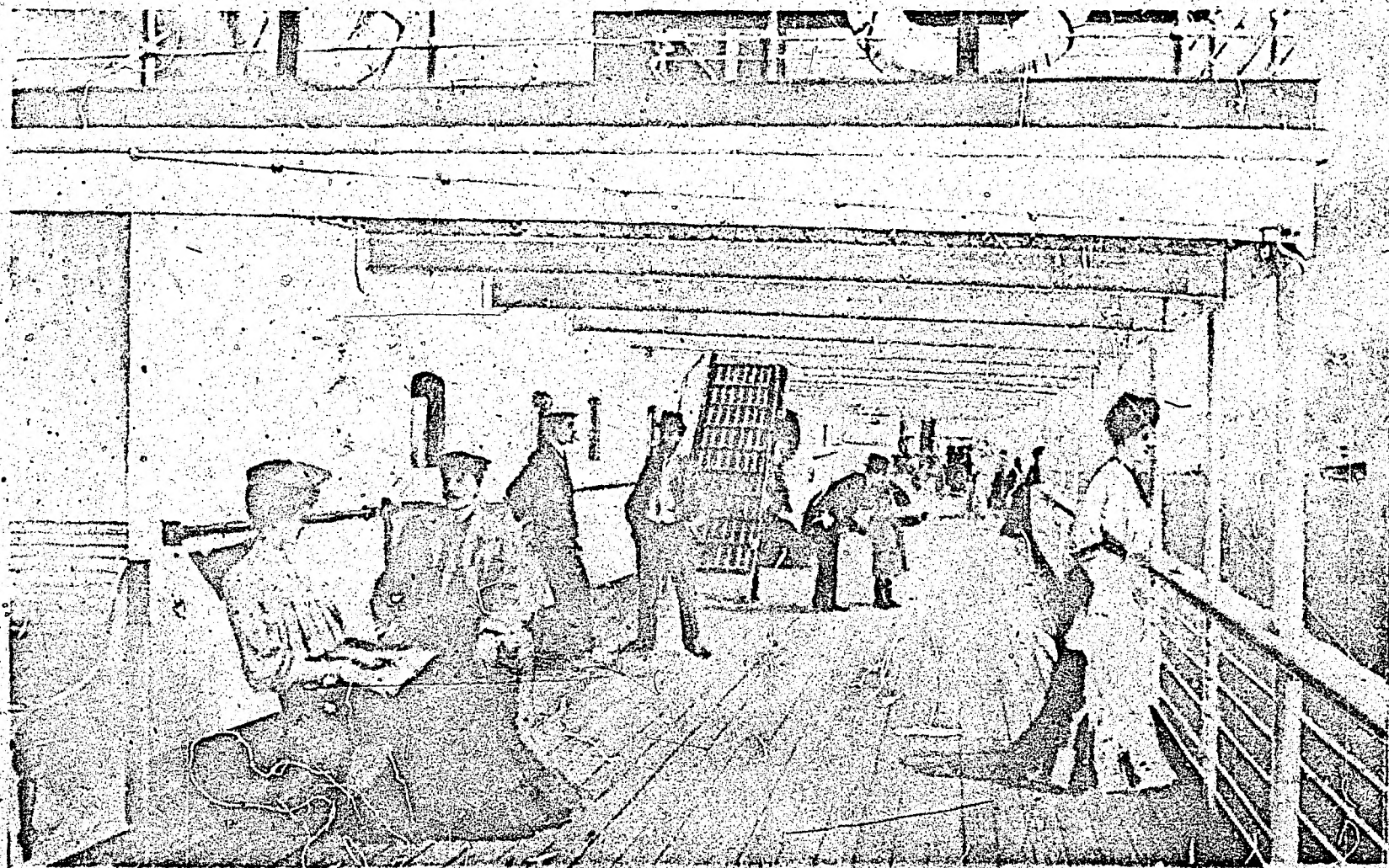
For the most part of the winter season the sky is bright and clear, and the climatic conditions in every way enjoyable. Snow is looked upon by the farmer as beneficial, as it gives him facilities for conveying his produce to markets, and it protects the autumn sown wheat from frost. The disagreeable damp fogs and easterly winds of England are never experienced in Canada, where a dry, clear, and bracing atmosphere generally prevails.

Shall I Emigrate?

This is a question which is often heard. To those who can find little scope for their abilities in this country, and who perhaps have been crowded from their trade, Canada will be found to open out an immense range of employment. For those who possess capital, the Dominion has unlimited openings. They can either take up free grants of land and, with the aid of their capital, rapidly put the soil into good condition; or, they may purchase existing farms which are always to be found in excellent positions in every province. There are also the mining and manufacturing industries, which are carefully nurtured by the Government, and in these the man with money may use it with great advantage to himself. The country, too, has unbounded charm for those of independent means, and with a settled income an Englishman, who, with his family, takes up residence in any part of the Dominion, will rapidly feel the benefit of the fine-bracing climate, and find countless miles of majestic scenery as well as unique opportunities for sport.

Free Land.

A great attraction of Canada lies in the fact that the Government makes Free Grants of fertile prairie land, 160 acres in area, to every head of a family, and every son of a settler on reaching eighteen years of age. Those who take up these grants must, of course, be prepared to go through a period of pioneer work, but if they have in them the Britisher's pluck, they need have no fear that the results of their toil will prove profitable. Once they have put their homestead into useful condition, their



PROMENADE DECK.

future prosperity may be said to be safely assured, and they will have the profound satisfaction of reaping a rich harvest as a reward for their industry.

Married Men's Prospects. Married people, without children, rarely lack work, for the husband may obtain a position on a farm and his wife assist in the household duties. After a year or two he should have no difficulty, if he has been painstaking and eager to learn, in obtaining employment as manager on a farm. In such a case the owner either pays him a regular wage, or gives him a share of the crop, and with reasonable care he would be able to save sufficient money to take up land and start his homestead.

Learning to Farm. Although young men of some experience are the most sought after, those who are totally ignorant of farming, need not despair of success. The necessary experience can easily be acquired in a few years as a farm labourer, wages ranging from thirty shillings to £2 per month, including board and lodging. As his knowledge increases, his wage-earning capacity becomes greater, and eventually he is able to command a good position; or, if he has set aside some of his money, he can take up land on his own account.

Work on the Land. So quickly is the land being developed that everywhere there is an increasing demand for male and female farm servants. Women who have good health and are in the prime of life, are largely employed in many ways on most farms, and they can learn so much that is useful that when they marry they make truly real helpmates and their services are of the utmost value. There are, too, innumerable openings for men who understand cattle, horses and sheep, whilst the knowledge possessed by gardeners and market gardeners will be of great assistance to them when seeking work.

Household Helps. Throughout the length and breadth of Canada there is a cry for female help. Everywhere domestic servants are in demand. In farmers' homes several servants undertake the management of the household work, so that a young woman has constant companionship. Her wages vary from 25s. to £2 per month, and as she is treated as if she were one of the family, her life is made pleasant and happy. If she possesses references it is advisable that the applicant for a position should take them with her. Marriage with a neighbouring farmer in most cases quickly follows after a year or two of service. As female domestics are in request throughout the whole year, they can safely go out at any time, but as the situations they secure may be some distance inland they should be provided with sufficient money to cover the cost of travelling.

Work on Railway Construc- tion.

Thousands of miles of new railway are under construction within the region bounded roughly by Winnipeg, Prince Albert, Edmonton, Lethbridge, and Regina. This is being undertaken by the Grand Trunk Pacific, with new branches thrown out in every direction, and the Canadian Northern, which promises a third transprairie railway with many branches. In addition to these great enterprises, other lines are being extended, the whole representing over one million of expenditure. There will, therefore, be no lack of employment, and the settler will have his choice between the farm and the railway.

LETTERS FROM SETTLERS.

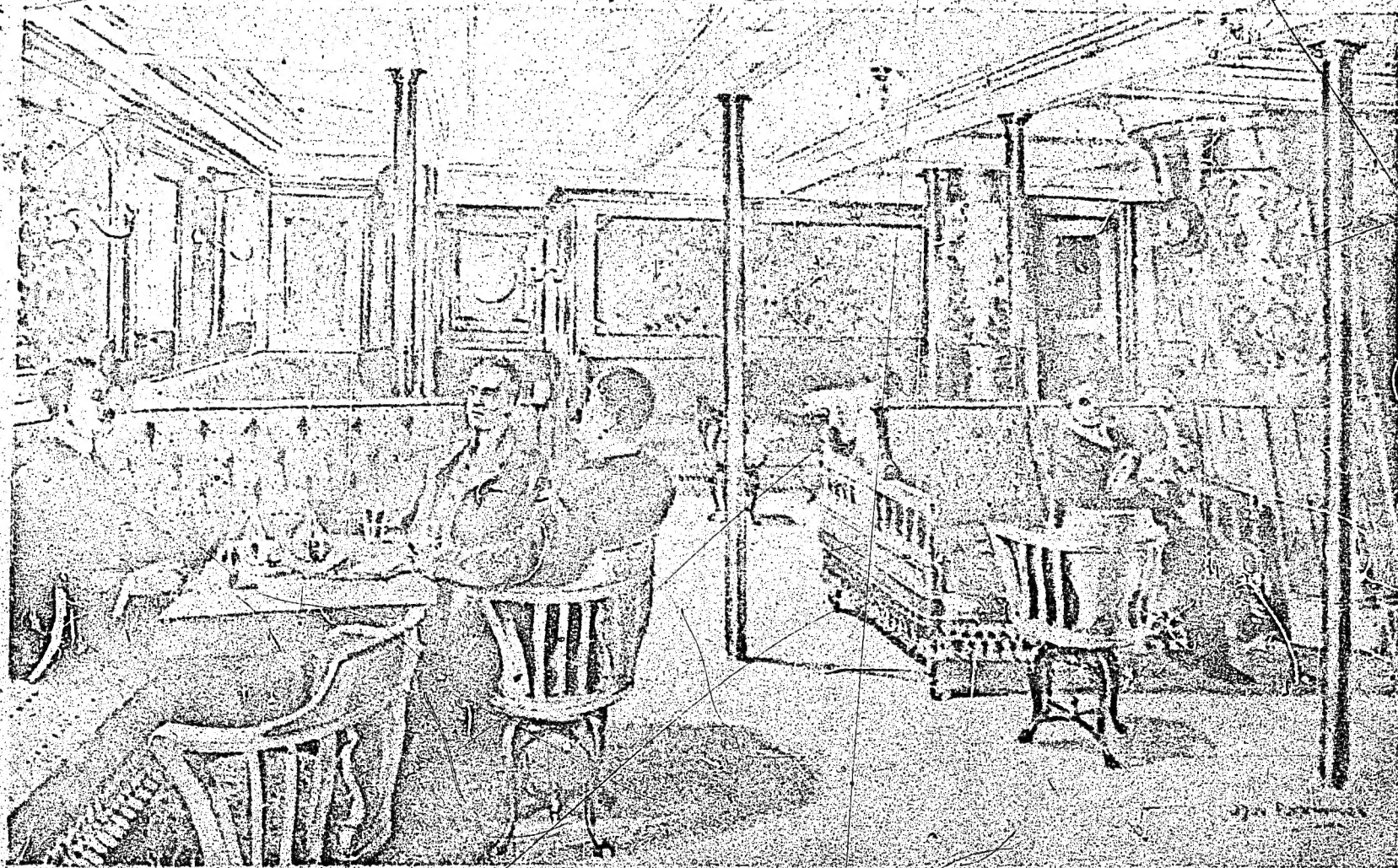
ADVICE TO ENGLISHMEN.

The following interesting letter accidentally came into our hands. It serves to explain the rush of the better working class to Canada.

Copy of letter from Mr. Robert F. — to his Cousin Mrs. H. —

March 6th, 1907.

"Dear Cousin,—I received your letter of February 16th, to-day; and was quite surprised to get a letter from you, and to know that you have taken to married life which I hope you will enjoy and have your full share of happiness and prosperity. I have been married myself going on for six years and have had two children, two girls, but I am sorry to say one is dead. I am glad that you have written to me about coming out to Canada as it is as well to be forewarned what to expect and how to make the most of one's money. Of course I do not know what my new cousin's trade is so cannot advise about it, but if you are both willing to work and try to get along, why come out to Canada as soon as you can, for it is the country for anyone to make a home in and a sure living and plenty of work, and no one need ever want unless they are too lazy to work, for wages are high and men scarce. The farmers are crying for help and can't get the men they want; anything in the shape of a man or boy can get almost any wage they like to ask. Girls and women who are willing to hire out with farmers can get big wages and good homes. Some people in the old country think that people in Canada are



SECOND CABIN SMOKE ROOM.

like Indians and run wild, but they would be surprised if they would come out and have a look at the people and country. We have one of the finest countries in the world for health, wealth, happiness and prosperity; we are indeed blessed with the good things of this world. There is no such thing as social distinction; every hired man or woman is as good as their master and are treated as one of the family, and wherever you may go in Canada you will always find people ready to help and make you feel at home. It is altogether different than England; the wage earner is looked down upon like a dog there, but out here he is treated like a brother and an equal, and respected; so which do you think is best—a land with plenty of work and a sure home and living, or a land of uncertainty and want?

"If the people of England only knew more about Canada, they would flock to it in thousands. I think myself it would be a wise step to take, in coming to Canada. for I think you will never regret it. You must expect to put up with inconvenience; every newcomer has his or her trials, but only about one in a hundred ever want to go back to the old country after the first year, so the country speaks for itself. If you have a little money to start with out here so much the better; if not you will soon make it. Frank, my brother, is studying for a lawyer, so you can tell if one is willing to try, they can get on all right.

"We both had no money when we came to Canada, and have got on all right. I have a 320 acre farm, 4 horses, 20 head of cattle, 3 pigs, lots of fowls, full set of farm implements, besides a share in a threshing machine. I have lost about \$600 or about £120 worth of horses, and about \$150 or £30 worth of cattle died, but still I have made quite a bit out of farming. The land is valued at \$4,000 or £800, horses and cattle \$1,200 or £240, implements \$500 or £100, with about \$2,500 or £500 of outstanding debts. Of course I had to buy one farm, which cost me \$1,600 with about \$400 interest or £400 in all, and horses and cattle and implements so you can tell by figures that I have done all right. I am my own boss and can do as I like, I wish more of my cousins would take the notion for they would not be sorry.

"If you want to go on a farm as soon as you come out or would rather hire out, why write as soon as you get this letter, and I will do what I can for you, and will expect you to come and stay with me till you can get settled. You will think that I am never going to end; well, it is a great pleasure to write to you, and I could not tell you all the good points about Canada; as some of the English lords and merchants say, it is a wonderful country and the

home for a working man. Give my love and best wishes to your father and mother and my cousins and also your husband, and accept the same yourself for I can remember you all well enough.

"Your loving cousin,

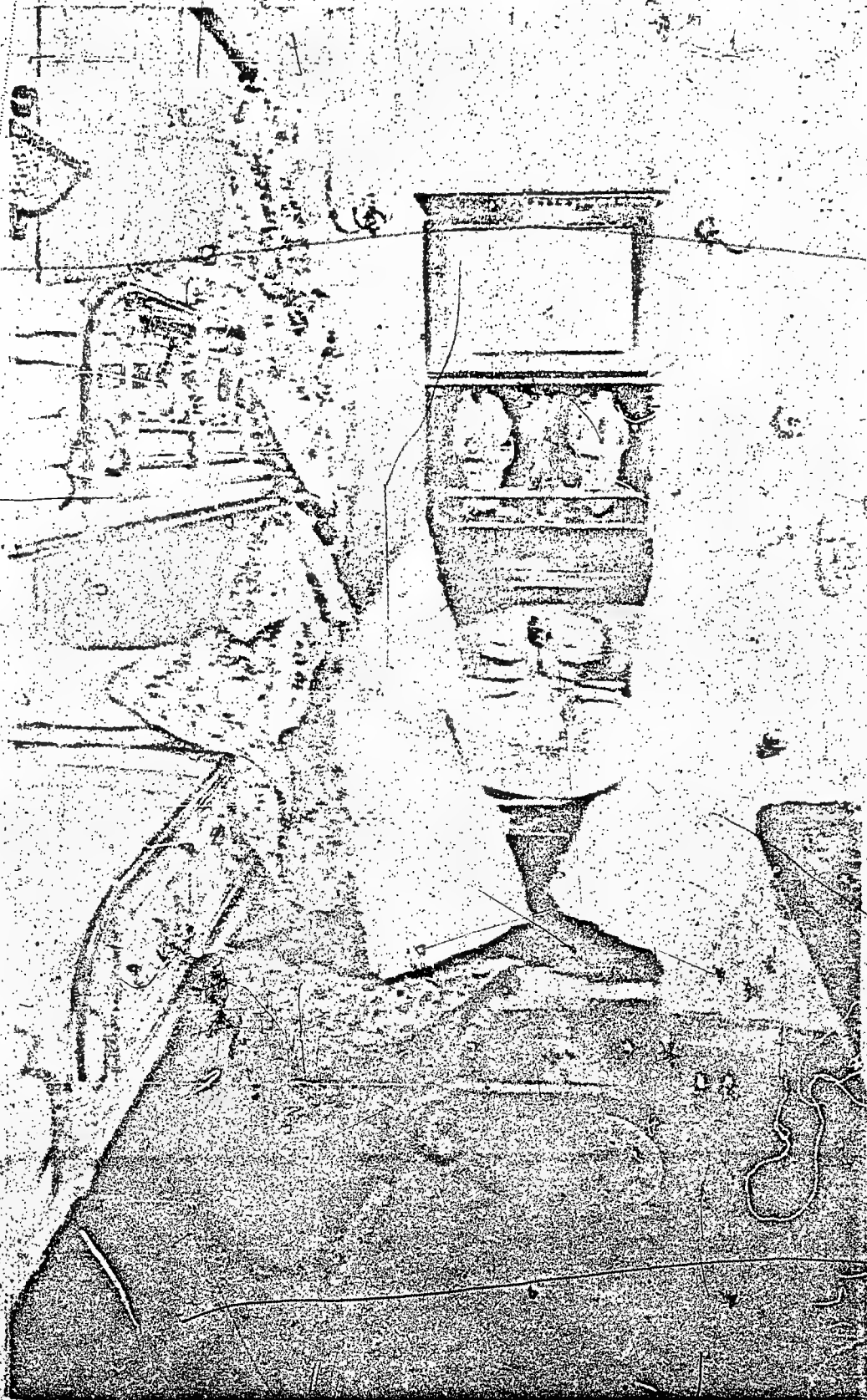
"(Signed) ROBERT F.—

Birtle P.O., Manitoba,
CANADA."

"THE GOLDEN WEST."

Here is the experience of a settler from Greenock who, in the course of a letter to Mr. J. Bruce Walker, Assistant Commissioner for Emigration, says:—

"I have always been a worker and on stating the position to you you used these words: 'Go to Canada, work as hard as you have always done, and you will never regret it.' Well, Sir, I left Glasgow on the *Corinthian*, on April 16, 1904. I need not tell you that I considered that I was taking a big leap in the dark. I had my wife and three young children with me, and as my capital amounted to not more than \$750 I did not feel in a position to run any chances. On arrival at Winnipeg I presented the letter of introduction you gave me to Mr. J. Obed. Smith. He gave me the most courteous treatment, and made me to at once feel that I was in good hands. I explained my position to him, and he advised me to settle in this district. I was the first man to pitch on this town site, as the steel had just been laid. I put up a shack, 24 by 14, laid in a small stock of general merchandise, and have never looked back. Last year my turnover exceeded \$38,000, and I have beaten every month so far this year. I have two large stores, with a stock amounting to nearly \$20,000. Of course, this has not been reached without a lot of hard work and close attention to business. The question is:— 'Would I ever have reached the position I am now in, under any circumstances whatever, had I stayed in Greenock, or any other part of Britain?' I think not. I have brought several lads from Scotland, have given them a start, and am glad to say every one of them is doing well and splendid for the Golden West. You could not drive any of them home with a club, their only regret being that they had not arrived much sooner. This particular district is growing all right, and, although there is no boom on, we are getting there; the prospects are good, and look like a bumper crop. If it should come right, it will make one around here glad to be alive."



SECOND CABIN TWO-BERTH ROOM.

A CARPENTER'S SUCCESS.

The life of the settler is well described in the following, written by a resident in Brighton of his son who is now in the neighbourhood of Prince Albert. He left England in April, 1905, on the *Virginian*, was fairly well educated, and knew something of carpentering and joinering.

"He went (writes his father) into his own trade as carpenter at Regina at about £3 per week, and it cost him about £1 a week to live there. Owing to bad water he failed with enteric fever and went into the hospital. On recovery, he went on with his trade until frozen out. (This illness cost him £30, which ate up all his savings.) He then went north to Prince Albert, lumbering at Sturgeon Lake at about 28s. per week and board and lodging. On breaking up of camp in spring, he worked at building an elevator at Kenaston. The firm wanted him to continue with them, going round the country building elevators; but as he had applied for a quarter section within a mile and a half of Kenaston Town and Station, he declined their offer, and went on to the railway until he got his land. In the meantime he bought four oxen, plough, harness, wagon, and other goods of a farmer who was moving to join his brother, and, having the money to pay down, he got the lot cheap. He then went breaking up land for other farmers, and back-setting after crop was off. At this he did well, on one occasion doing ten acres in twenty-two hours at \$1½ per acre. Then he made twenty tons of hay from the hay plough on the quarter section now his. There is a small pure water lake on it of about 1½ acres. He has built his stable or shed for his cattle, and the season being over he has again gone to Prince Albert, lumbering at Sturgeon Lake, a friend on an adjoining farm taking care of his cattle. He used up all his cash in buying oats, some for his cattle and the remainder to resell in the spring (he bought at about 11s. a quarter, and will, he says, get £1.)

"When spring opens he intends to break up all he can of his land, build his shack, and do what he can afford for himself, and work for others between times, and the year after will get the whole quarter section under cultivation and in full swing. His farm is so close to town and station that he says he could sell it for £5 an acre as soon as he gets his patent. He was twenty-one last August, and close on six feet, weight, 12 stone 7 lbs., not an ounce of fat on him, so, if all goes well, at between twenty-three and twenty-four, he will be worth not far short of £1,000."

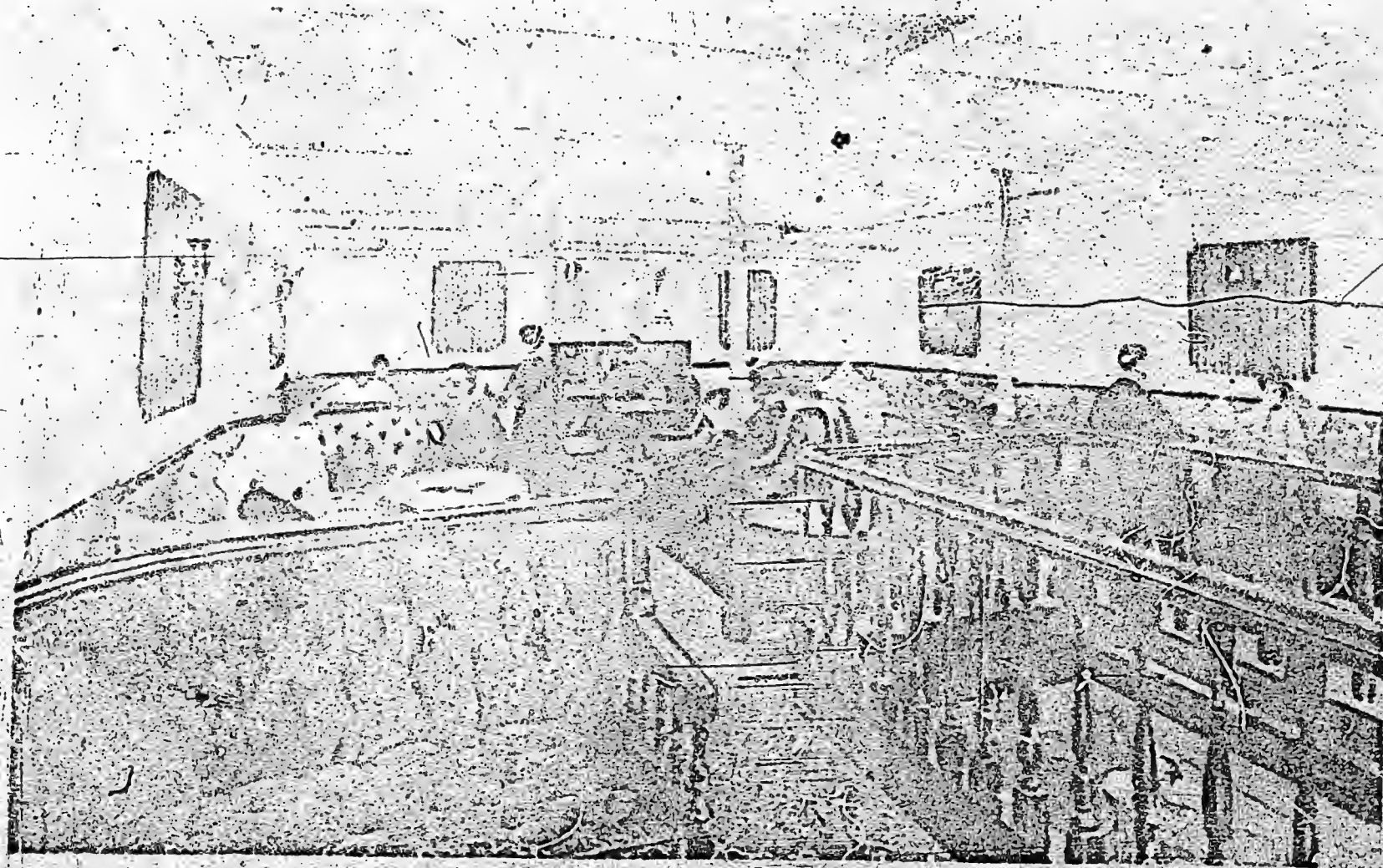
"ABUNDANT OPPORTUNITIES."

Another settler writes:—"I reached Coburg on Monday, July 3rd, at 5 p.m., and by Tuesday, July 4th, at 10-30 a.m., had got work at my own trade in the Crossen Car Manufacturing Company, and started on the following day, so you see I did not lose much time. The work, in some parts, was new to me at first, owing to the difference in the construction of the cars here from those in the old country, but I am pleased to say that I am getting along all right. So far as I know the Canadian people, I like them exceedingly. There is such a kind of breeziness about their manner which is very pleasant to strangers. There are such abundant opportunities of work here for the man who is willing to work, that one does not need to be the least afraid to leave a place and strike out for something else."

"WORKERS AT A PREMIUM."

The extracts which follow indicate the numerous openings there are for men who go out determined to succeed. The writer first tells of the disappointments he met during a six months' search for work in Liverpool. Then the decision came to emigrate, and he went out on the *Victorian*, arriving at Montreal on August 11th, 1906.

"I landed," to use his own words, "on a Saturday, and on the Monday at 9 a.m., started calling on the 'trade, in the city. At my second call I was given the address of a man who wanted help in the lithographic business, near enough to my own trade, to set me going at full speed for the place. On my way I came across a big wholesale firm of stationers, and the principal asked me to call again in the afternoon. Here were two chances straight away before 10 a.m. Going along I came across another big house—the biggest and best firm in Canada—and to 'cut the tackle and come to the 'osses,' I called in, got a good job right away as stationery salesman, and have been there ever since at 50 dollars a month and a commission on sales. I have an excellent chance of advancement there, I know, and can honestly and sincerely say that the firm, a typical Canadian one, has given me every opportunity to learn the methods and to familiarise myself with Canadian ways and Canadian requirements, and I am perfectly content and grateful for the change in my circumstances—from a wanderer in Liverpool, 'pressed out' by stress of competition, over population and other causes, to a comfortable berth with prospects second to none."



SECOND CABIN MUSIC ROOM.

"The reader will say I was lucky to fall into such a berth on my first day. Yes, I was; but of all my fellow passengers on the *Victorian*, who stopped at Montreal, and most of whom I have run across subsequently, I can say that not one of them is out of work, and that one and all had a choice of jobs that would make the average Liverpoolian unemployed's mouth water freely.

"It can safely be said that anyone coming out to Canada with the full intention of working and adapting himself to the country—in fact, becoming a Canadian—will thank his 'stars' he came, and that he can earn bread and jam here, and live in gloriously free and easy surroundings. Canadian firms recognise only too well the value of a good worker, the value of a reliable man who will adapt himself to his environment. Workers of all kinds are at a premium, in the spring especially—that's the time to make up one's mind to come over. Raise heaven and earth and get the passage money, and you will never regret the step. I only wish I had come out twenty years ago; I would be a comparatively rich man to-day. Already in five months I have, on my salary, saved enough to get my wife and child out in April, and a bit for the 'sticks' beside, so I say 'Hooray for Canada and what it has done for me,' and this is echoed by everyone I know who has taken the bull by the horns and relieved the crowded English cities of his participation in the ever-present and ever-growing struggle for even a bare living there."

FACTS ABOUT THE PROVINCES.

Nova Scotia. Nearest of the Maritime Provinces to Great Britain. Possesses enormous mineral wealth. Produces over 70 per cent. of the coal mined in Canada. Has a great future in deep level gold mining. Agricultural and fruit-growing possibilities unlimited. Capital, Halifax.

New Brunswick. Coal, iron and antimony abound. Magnificent timber forests. Fisheries are very remunerative. Cereals and fruits largely grown. Exceptional market facilities. Capital, Fredericton: chief commercial centre, St. John.

Ontario. Contains the Dominion metropolis. Ottawa, the seat of Government. Land is particularly fertile, produces cereals, fruits, &c., in great abundance. Lumber trade is very important. Prosperity is increasing every year. Men wanted on farms even without agricultural experience. Many openings for investments. Capital, Toronto.

Manitoba and the North-West. Lies between the boundaries of Ontario, the northern boundary of the United States, and the eastern boundary of British Columbia. Although in the centre of the Continent it is, owing to the unexampled river and lake communications of Canada, within easy reach of water carriage. Soil yields abundantly, and is particularly suitable for growing wheat. Enormous numbers of horses, cattle, sheep, and swine raised. Abounds in coal; gold is worked in the east, and iron ore on the islands of Lake Winnipeg. Northern portion is heavily timbered. Is capable of supplying the whole wheat demands of the British Isles. Needs millions of settlers. Capital of Manitoba, Winnipeg, 50 miles South from Lake Winnipeg.

British Columbia. Rich in minerals—gold, platinum, silver, coal and iron. Tinned salmon is an important industry. Valuable timber and fruit-growing areas. Capital, Victoria.

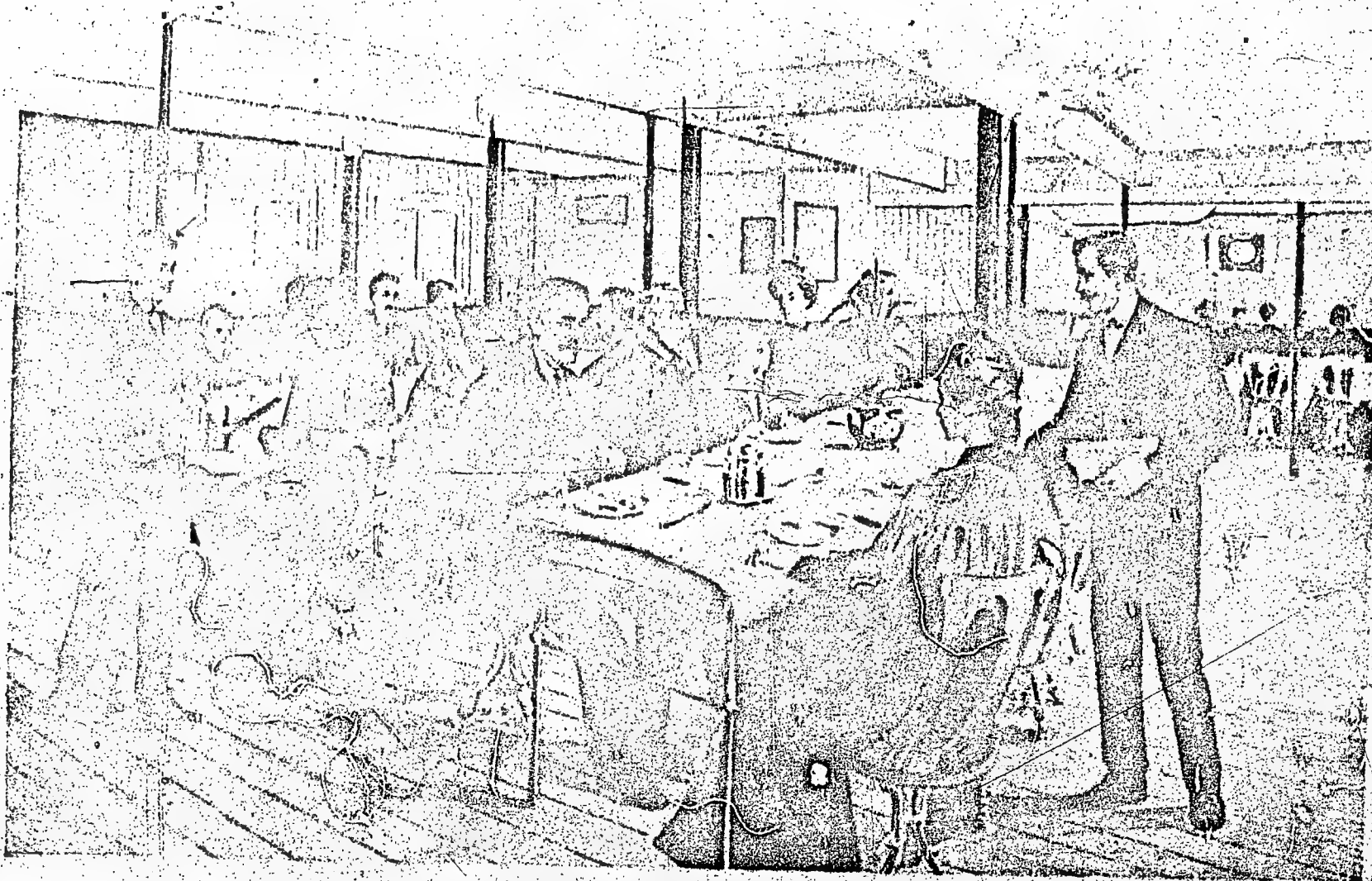
WAGES.

DOMESTIC SERVANTS.—Eastern Canada:—From £1 13s. Od. to £1 16s. Od. per month. Western Canada:—From £2 to £4. Cooks receive from £2 10s. Od. to £4, except in hotels and restaurants, where they command higher wages. Housemaids from £1 13s. Od. to £2 10s. Od., nurses a similar amount. Laundresses from £3 5s. Od. to £4.

FEMALE FARM SERVANTS.—Manitoba and North-West, £1 8s. 6d. to £2 10s. Od. per month, with board and lodging. British Columbia, £2 10s. Od. to £3 13s. 6d.

FACTORY HANDS (FEMALE).—There are cotton and woollen mills at Stormont, Cornwall, Valleyfield (Quebec), Hamilton, Toronto, Montreal, Halifax, Milltown (New Brunswick). Wages—St. John, N.B., female spinners and weavers, 4s. 1d. per day. Ontario towns: mill hands, 16s. 4d. to £1 12s. 6d. per week. Montreal, women weavers, 18s. 4d. and upwards per week. Montreal, Ontario and Hamilton (clothing factories) average wage, 18s. 4d. per week; lowest 12s.; highest, £1 12s. 6d. Sewing machinists, fancy box-makers, book folders and sewers, steam laundresses, and umbrella hands, 12s. to £1 8s. 6d. per week.

FARM HANDS (MALE).—Manitoba, £4 to £5 2s. Od. per month, with board and lodging, during summer; £1 to £3 during winter. North-West Territories, during summer, £4 to £5. British Columbia, £3 to £7. Ontario, £3 5s. Od. to £5 per month, with board, £5 12s. Od. per month, without board, during busy season of about seven or eight months. New Brunswick and Nova Scotia, £2 to £4 per month, with board, from about May to November. During harvest good men are paid in Manitoba and the North-West up to £8, with board; British Columbia, £6 2s. 6d. to £8 per month, with board.



THIRD CLASS DINING ROOM.

Ontario, £5 to £7 per month with board; for yearly engagements with board, £32 15s. 0d. to £40 16s. 6d. Manitoba, about £24 to £50; British Columbia, £48 to £70; New Brunswick, £24 to £30. Married couples (first-class farm hands) receive: Ontario, about £40 yearly, with, in some cases, house, small garden, board, and firewood free; in Manitoba about £61, all found.

SHEPHERDS.—There is a small demand. Manitoba and North-West, £4 to £5, with board, per month.

STOCKMEN ON RANCHES.—North-West, £4 to £5 per month; foremen in North-West, £7 upwards (demand small). Married couples on ranches, up to £8 per month. Ranch hands near Okanagan Lake, B.C., £5, with board and lodging.

GARDENERS AND MARKET GARDENERS.—Winnipeg, Manitoba, 4s. to 5s. per day, with board. North-West Territory and British Columbia, £5 to £7 per month, with board (demand variable, but limited in spring). There are openings generally for market gardeners, with some capital, near Winnipeg and large cities in Eastern Canada. Ontario, 4s. to 7s. per day (good demand in spring only). New Brunswick and Québec (Montreal) £2 10s. 0d. to £4 per month, with board; Nova Scotia, 4s. to 5s. per day, with board.

MECHANICS.—Demand is most general in spring and summer for men in building trades, especially carpenters. In the Eastern provinces, mechanics, per day, without board, 6s. to 10s.; Manitoba, 8s. to 12s.; North-West Territories, 8s. to £1; British Columbia, 12s. to 16s. 6d. Masons and bricklayers, 2s. to 4s. higher per day, in all cases. In Victoria, 18s. 6d. per day (eight hour day); plumbers, 16s. 6d.; carpenters, 1s. 8d. per hour. In Winnipeg (seven or eight month season): masons and bricklayers, 2s. 3d.; carpenters, 1s. 5d. per hour. In Vancouver, B.C., carpenters, 1s. 8d. to 1s. 10d. per hour; bricklayers and plumbers, 2s. per hour (eight hour day); plasterers, £1 per day; Toronto, carpenters, 1s. 3d. to 1s. 5d.; Québec, 10d.; Halifax, N.S., 11d. to 1s. per hour. and at Rossland, B.C., 14s. 5d. per day; Ottawa and Montreal, bricklayers, 1s. 8d., Hamilton, 1s. 10d., Toronto, 1s. 10d. per hour.

PRINTERS.—Average per day, for hand compositors. Halifax, 7s. 5d.; St. John, N.B., 6s. 4d.; Montreal, 8s.; Toronto, 10s.; Winnipeg, 12s. 3d. to 13s.; Edmonton (North-West Territory), 10s.; Vancouver, B.C., 14s. 5d.

LUMBERMEN.—Axemen in Eastern Canada, with board, £5 14s. 0d. per month; teamsters, £5 14s. 0d., woodcutters, £4 to £4 10s. 0d., log-cutters, in the woods, from £7 3s. 0d., with board, in British Columbia. Axemen and loggers, Manitoba, £5 6s. 0d. to £7 3s. 0d. per month, with board. Hewers £7 3s. to £9 3s., with board. Sawyers in British Columbia, 10s. 3d. to £1 per day, without board. Other provinces, 6s. to 16s. 6d.

GENERAL LABOURERS AND NAVVIES.—Good demand, spring and summer. Eastern Canada, Manitoba, and the North-West, 5s. to 8s. per day; without board; British Columbia, 6s. to 10s.; wharf labourers at Vancouver, B.C., 10d. per hour. Montreal, 5s. to 8s. per day.

LONGSHOREMEN, i.e. STEVEDORFS.—Halifax, 10d. per hour, by day; 1s. per hour by night; Montreal, 1s. per hour by day, for general cargo, and 1s. 3d. by night; Vancouver, B.C., 1s. 8d. by day, and 2s. by night.

BAKERS, BARBERS AND BUTCHERS.—Average 5s. to 8s. per day.

COACHMEN AND GROOMS.—£2 to £3 10s. 0d. per month, with board, in large towns, Ottawa, Montreal, etc.

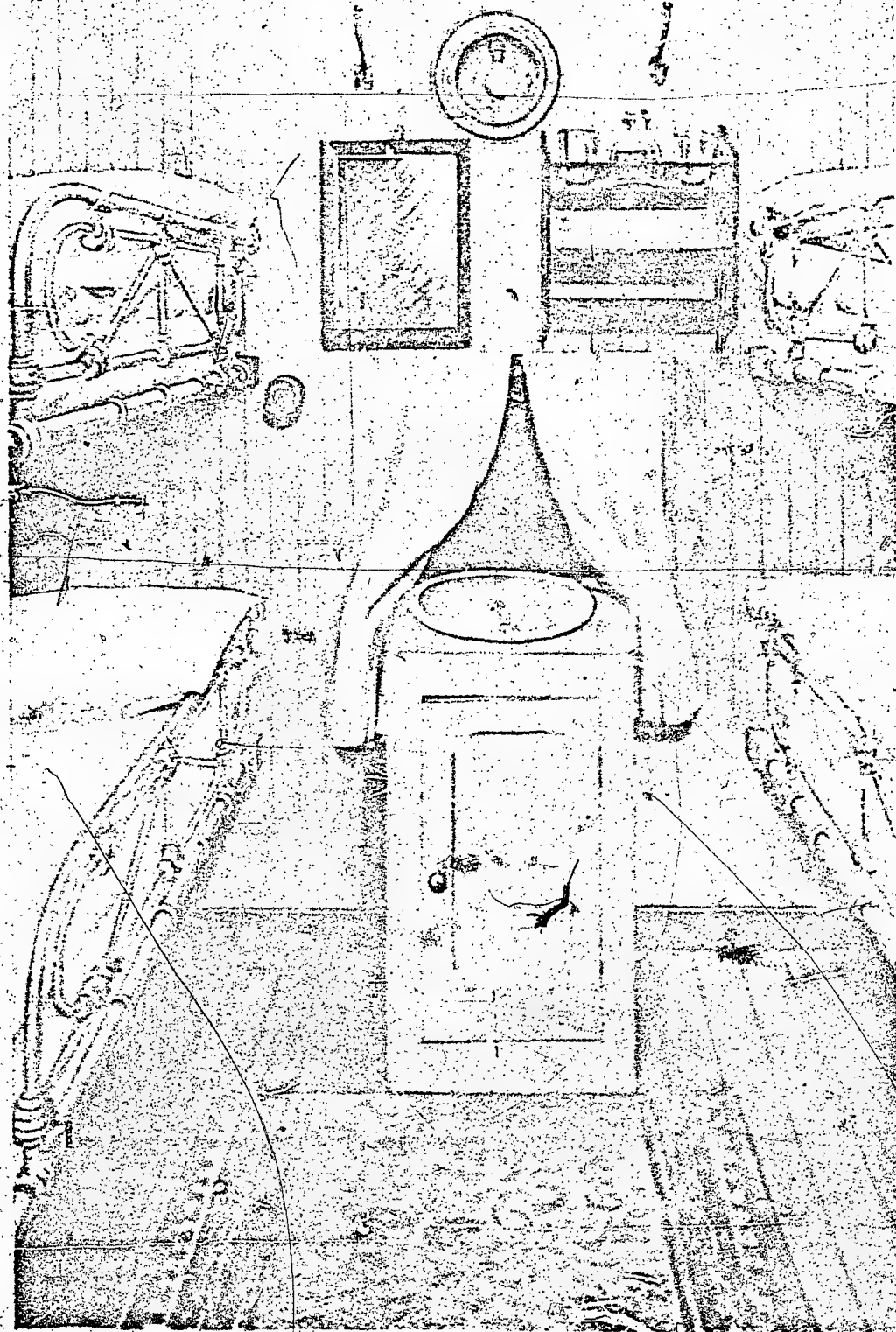
RAILWAY SERVANTS.—Demand is not large, and the supply on the spot is generally sufficient. Eastern Canada, conductors on passenger trains, 3s. to 11s. per day; Manitoba and North-West, £25 10s. per 5,000 miles; British Columbia, £18 18s. to £25 10s. per month. Locomotive engineers—Eastern Canada, 7s. to 13s.; Manitoba, 13s. to 15s.; British Columbia, 14s. to 18s. 6d.; locomotive firemen—Eastern Canada, 5s. 6d. to 7s.; Manitoba, 7s. to 10s.; British Columbia, 8s. to 12s. Conductors and motormen on Toronto street railway, 9d. per hour first year, 10d. second year, with a further increase in the third year.

MINERS.—Little demand. Nova Scotia: loaders, 5s. to 6s. per day. Coal-cutters, 1s. 1d. per ton by machine, and 1s. 9d. to 2s. by hand; Lethbridge, 6s. to 12s. per day; Anthracite, Canmore and Blairmore (Alberta), Estevan, Manitoba, and Nanaimo, B.C., miners, 12s. to £1, labourers, 8s. to 12s. per day; boys, 4s. to 8s. per day. At Crow's Nest Pass, miners, 12s. to £1 4s. 6d. per day; labourers, 8s. to 12s. Silver miners: Kootenay district, British Columbia, 13s. per day (eight hours). Gold miners: Nova Scotia, 9s. per day; British Columbia, 12s. to 16s. per day. Mine labourers, 10s. to 12s. per day (eight hours underground, and nine to ten hours above). Yukon territory, 18s. to £1 4s. 6d. per day, with board, cost of living being high.

HOW TO REACH CANADA

Transit Across.

Having resolved to make his home in Canada, the intending settler has now to decide the best way of reaching the Dominion with speed, safety and comfort. With several steamship lines from which to make his choice, the splendid steamers of the Allan Royal Mail Line naturally claim his attention, because the history of this Company from its inception to the present time has been so closely identified with that of the great Dominion: it is the link which, from the first,



THIRD CLASS FOUR-BERTH ROOM.

has maintained a regular and continuous service between the two countries. Commencing in 1822 with the sailing from Glasgow to Quebec, of the brig "Jean," commanded by Captain Alexander Allan, a volume could be written of the energy and enterprise that has characterised the founders and present owners of the line. Eight years after the "Jean" had sailed, a large fleet of the clipper type kept up communication between Great Britain and Canada until the year 1853, which marked a step in the history of the Line and the Colony, equally momentous to both. In that year the Canadian Government concluded a contract with Messrs. Allan which stipulated that the latter should provide a fortnightly mail service between Liverpool, Quebec and Montreal in summer, and Liverpool and Portland, Maine, in winter. This service, supplemented by a large fleet of iron vessels of the highest class, continued for six years, when the contract was extended to make provision for weekly sailings, which have continued to the present day.

During this period knowledge and experience were gained, enabling the company to overcome what were almost insuperable difficulties incidental to the popularising of a pioneer service. For it must be remembered there were, in the now famous and beautiful St. Lawrence route, intricacies of navigation far exceeding those of any other North Atlantic port. But their indomitable perseverance, in the face of most discouraging experiences, successfully overcame all obstacles and enabled them to achieve and maintain the high position they now hold in the maritime world. With their large staff of officers, well trained in the navigation of the St. Lawrence, the service is carried on with marked success and safety. They also inaugurated many improvements for the comfort of their passengers. For instance, they were the first to introduce the cover, or shelter, decks which give superior accommodation and afford additional safety. They instituted, too, the present popular enclosed berths for married couples and their families. In 1877 the "Buenos Ayrean" appeared, this being the first Atlantic-going vessel constructed of steel, the material of which all ocean liners are now built.

Another stage in their progress was reached when, in 1884, they constructed the first steamer—the "Parisian"—with bilge keels. The object of these side keels is to reduce to a minimum the tendency of a vessel to roll, and it is only of recent years that the practice of fitting them to passenger steamers has become general. A still further and important innovation which is now a necessary adjunct to ocean travel, was that of establishing the second saloon, which allows the traveller of moderate means to cross the Atlantic in surroundings equivalent to and generally surpassing the appointments of the better middle-class home, or family hotel.

Still further progress was marked in 1899 when the "Bavarian" was built—the first Canadian mail steamer fitted with twin screws. She was followed by the "Tunisian" and "Ionian," and more

recently by the "Corsican," "Grampian," and "Hesperian," referred to below. The "Bavarian" was one of the earliest transports chartered by the Admiralty during the South African war, and her spacious accommodation made her such a favourite that she was retained to the end of the campaign. This steamer, too, had the distinction of bringing over a large contingent of troops and officers from the Transvaal at the Coronation of the King.

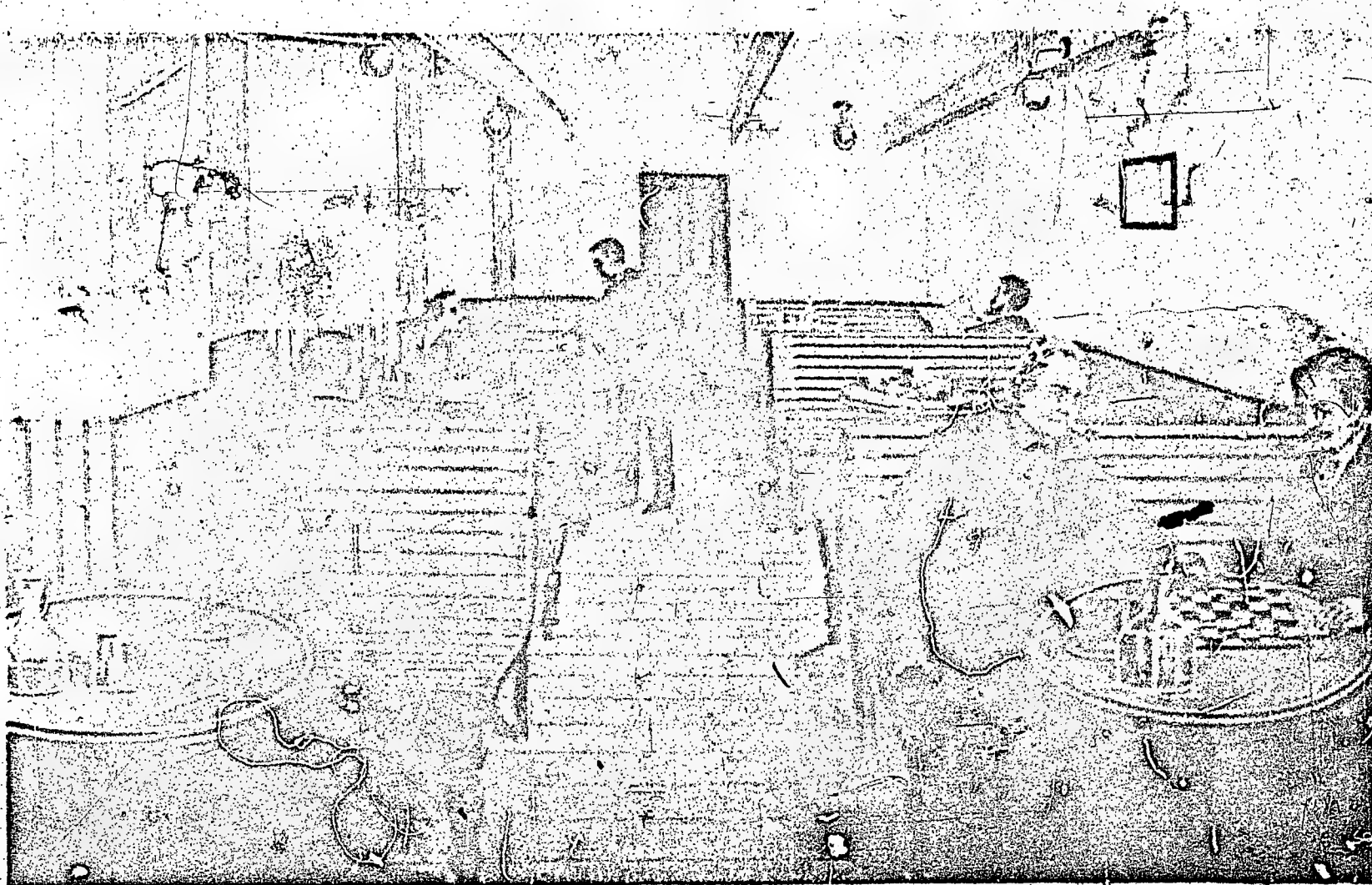
While it is certain that the turbine principle of propulsion is the coming maritime motive power, nothing can detract from the fact that the Allan Line were the first to adopt this system by its installation in the "Victorian" and "Virginian" (in 1905) both triple-screw steamers. This was a further proof of their far-seeing policy. They are not bound by any hard and fast traditions, but are always ready to give careful and critical examination to fresh developments, and if after thorough tests they are found satisfactory, have the courage to adopt them.

The appointment of a Master Steward, with wide experience gained in London and on the Continent, to superintend the "table" on the Allan steamers is an assurance that the high quality, which has ever been a feature of the line, will be maintained. In the culinary department, chefs who have been carefully trained, prepare the various meals, all the latest appliances, such as electric open fire-roasters, silver grills and cold stores, being utilised.

The passenger vessels of the Line are now fitted with Signor Marconi's system of wireless telegraphy, an invention which has done so much to add to the traveller's feeling of safety, particularly in foggy weather, by means of which communication can be made with the land, or with passing steamers, and news may be received and sent.

The systems of heating and ventilation most conducive to health, have been established on the vessels, both of these having always been regarded as important factors in securing the maximum of comfort. For the same reason, as well as for its safety, electric light has been adopted throughout the fleet.

Luxury of Travel. The fleet of the Allan Line is continually being strengthened. The two new turbine triple-screw steamers "Victorian" and "Virginian," are of 12,000 tons each, their length being 540 feet. If either of them could be placed in James Street, where the Liverpool Offices of the Line are situated, it would be found that at both ends of the thoroughfare the vessel would project about 50 feet. These steamers exceed in length even the longest portion of St. Paul's Cathedral. For speed they cannot be surpassed, whilst the voyager discovers, as the vessel steams into the broad Atlantic, that there is absolutely no vibration, and an entire absence of noise, two conditions very essential to the



THIRD CLASS SMOKE ROOM.

comfort of passengers. The twin-screw steamer "Corsican" has just been added to the mail service from Liverpool. She is 516 feet long, with a tonnage of 11,500. This vessel is a larger and faster duplicate of the mail steamer "Bavarian," previously referred to. The Glasgow service has also been added to by the "Crampian," of 10,000 tons, her length being 502 feet, whilst she is to be joined later by a sister-ship, the "Hesperian."

The interior of the vessels resembles, more than anything, a floating hotel of the highest class. The most minute care has been bestowed upon details and no trouble has been spared to make the vessels replete with comfort. The first-class passengers are provided for amidships, where are arranged perfectly heated and ventilated state rooms, furnished and fitted in a sumptuous style. There are elegant and spacious dining, music, and smoke rooms, all decorated in artistic fashion. Everything is thoroughly modern. The large dining room is a model of what such an apartment should be, and this high standard is maintained throughout in the smoke room and music saloon. Retiring and dressing rooms are attached to the bath rooms.

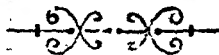
The Allan Line, which instituted the "Second Cabin," has always devoted unremitting attention to their accommodation. This has received innumerable tributes from passengers who have travelled in this class. The dining saloon is an apartment of large dimensions, in which the furniture, upholstery, and panelling form a beautiful colour scheme, restful to the eye. In passing, it should be mentioned that the chairs in this saloon are of a most comfortable pattern. Special smoke and music rooms are embraced in the second class accommodation. The lounges and easy chairs, combined with the general arrangement of the rooms, make these apartments delightful. The state rooms are capacious, well-lighted, and ventilated, and fitted with elegant toilette appliances. The bath room facilities are of the most modern pattern.

The accommodation provided by the Allan Line for passengers in the third class favourably compares with that of the second class of some years ago. The Allan Line is famous for the splendid provision it makes for this class of passenger, and the intending settler in Canada, with limited means, may be confidently recommended to procure a ticket by this class. There are splendidly arranged two, four, six, and eight-berthed rooms; decent lavatory and bath equipment; the smoke room is neatly decorated and comfortable; while the reading room is always largely used. From the Bill of Fare, which is shown on another page, it will be seen that there is a great variety in the food, which is of the very best and most nutritious quality. Passengers need not, as in former days, trouble themselves about the necessary bedding and table utensils; these are all provided on board. Meals are served by a body of courteous and attentive stewards.

The Allan Line has regular sailings from Liverpool to Quebec and Montreal via Londonderry, in summer; Liverpool to Halifax and St. John, N.B., via Londonderry, in winter; Liverpool to St. John's, N.F., Halifax and Philadelphia throughout the year; Glasgow to Quebec, Montreal, Boston and Philadelphia; London to Quebec and Montreal, via Havre, in summer, and London to Halifax and St. John, N.B., via Havre, in winter.

Agents' offices are scattered all over the country, and the emigrant should visit one of these and secure his passage ticket. He can do this by a payment of £1 for each adult and 10s. for each child, paying the balance before embarking. If preferred, he may pay the full amount to the agent when securing his berth. It is just possible that the intending passenger may reside some distance from an agent, and in that case he should remit the amount by Post Office Order (made payable to Allan Bros. & Co.) to the Company's Head Office, 19, James Street, Liverpool; or to their London Offices, 103, Leadenhall Street, and 51, Pall Mall. If he embarks at Londonderry, the order should be forwarded to the Allan Line Office, at 50, Foyle Street, Londonderry. With the same communication passengers should state their name in full, age last birthday, the date of sailing, class of berth desired, and destination. The ticket is then dispatched by return of post. Passengers will find it most convenient to themselves if they purchase their tickets before leaving home, as by so doing they at once secure their berths.

The hours of embarkation have been so nicely arranged as to enable passengers by starting early enough in the morning to arrive alongside the steamer in good time, thus, in many cases, avoiding all-night railway travelling. They should bring their baggage with them, as their heavy "not wanted" baggage is conveyed from the railway station in Liverpool to the steamer free of charge. They are also recommended to pay the balance of their passage money before leaving home to avoid delay in Liverpool, and to enable them to proceed direct for embarkation.



EXCHANGE TABLE.

Sterling into Dollars and Cents.

	\$ cts.		\$ cts.
1d. Sterling is	0 01	1s. Sterling is	0 24
1d. „ „	0 02	£1 „ „	4 80

The sign (\$) is used to indicate the dollar. Passengers should beware of passenger-runners and exchange brokers accosting them on arrival. If they desire to exchange their money, they should either go to the Allan Line Offices, or to the steamer where the pursers will exchange into Canadian currency on most advantageous terms. English gold and notes are accepted in Canada for full value

SPECIMEN BILL OF FARE (varied daily).

THIRD CLASS.

BREAKFAST.	DINNER.	TEA	SUPPER, 8 P.M.
Porridge, with Milk or Syrup, Liver and Bacon, Fresh Rolls, Butter, Preserved, Cabin Biscuits, Tea or Coffee.	Barley Broth, Boiled Mutton and Onion Sauce, Potatoes, Green Peas, Plum Pudding and Sauce, Fresh Bread.	Cold Meat, Pickles, Fresh Bread, Butter, Jam, Marmalade, Tea.	Cabin Biscuits and Cheese, Gruel, Coffee.

SECOND CABIN.

BREAKFAST.	LUNCHEON.	DINNER.
Oranges. Groatine with Milk or Syrup. Fresh Herrings. Cal's Liver and Bacon. Mutton Chop. Potato Chips. Fresh Rolls. Toast. Jam. Marmalade. Tea. Coffee.	Scotch Broth. Lamb Stew with Vegetables. Roast Beef. Yorkshire Pudding. Cold Cumberland Ham. Boiled Potatoes. Cabbage. Jam Roll Pudding. Stewed Apples. Cheese and Biscuits. Tea. Coffee.	Ox Tail Soup. Boiled Cod. Oyster Sauce. Fried Scallops of Veal, with Macaroni. Roast Turkey. Mashed Potatoes. Salad. Sago Pudding. Stewed Pears. Fruit. Tea. Coffee.

"VICTORIAN'S" FAST PASSAGE.

A remarkably fast passage was made by the Turbine Steamer "Victorian," leaving Liverpool on May 10th, 1907. On the following day she passed Malin Head at 6 a.m., and she was 75 miles east of Cape Race at 7 a.m. on May 15th, a remarkably fast passage between the two points.

THE "VIRGINIAN'S" RECORD.

A record in the Canadian passenger traffic was made by the Turbine Steamer "Virginian," which arrived at Liverpool on June 15th, 1907. When she left Montreal every berth was filled, and she carried more passengers than any other steamer from that port during the season.

DISTANCES.

Liverpool to Montreal - 2,789 miles.

Liverpool to New York - 3,050 miles.

The actual open ocean distance by the Allan Line route is only 1,656 miles, as against 2,800 miles by the Liverpool to New York route. From Liverpool to Quebec across the Atlantic the passage is the shortest, the average time taken from land to land being about five days. The distances are:—Liverpool to Quebec, via Belle Isle, 2,620 miles; Cape Race, 2,792 miles; Liverpool to Halifax, 2,545 miles; Liverpool to St. John, N.B., 2,800 miles.

THE "ROYAL" ROUTE.

A Traveller writes:—

"I have crossed the Atlantic Ocean several times and never by any other route that compares in attraction with this. When going east one has, as prelude to the voyage, three days in the beautiful St. Lawrence River and Gulf. When westward bound these three days make a finale, and give opportunity for recuperation from any unwise excesses in the line of seasickness."

Principal Offices.

ALLAN BROTHERS & CO., LIVERPOOL AND LONDON, LIMITED,

19, James Street, LIVERPOOL.

Telegrams—"ALLANS, LIVERPOOL."

Telephone—276 CENTRAL.

50, Foyle Street, LONDONDERRY.

Telegrams—"ALLANS, LONDONDERRY."

5½, Pall Mall, and 1, Royal Opera Arcade, LONDON.

Telegrams—"LINALLAN, LONDON."

Telephone—8332 GERRARD, LONDON.

103, Leadenhall Street, LONDON, E.C.

Telegrams—"ALLAN LINE, LONDON."

Telephone—4311 AVENUE, LONDON.

GLASGOW - J. & A. ALLAN - - - - 25, Bothwell Street.

Telegrams—"ALLANS, GLASGOW."

Telephone—1174 (Nat.), 2325 (Corp.) GLASGOW.

PITT & SCOTT - - - - 47, Rue Cambon.

Telegrams—"PITT, PARIS."

PARIS - THOS. COOK & SON - - 1, Place de l'Opera.

Telegrams—"COUPON, PARIS."

J. M. CURRIE & CO. - - 10, Rue Auber.

Telegrams—"CURRIER, PARIS."

Telephone—137-38 PARIS.

HAVRE - J. M. CURRIE & CO. - - 2, Rue Pleuvry.

Telegrams—"CURRIE, HAVRE."

ANTWERP - FEDOR BERNIS - - - - 34, Avenue du Commerce.

Telegrams—"BERNIS, ANTWERP."

MONTREAL - H. & A. ALLAN - - - -

QUEBEC - ALLANS, RAE & CO. - -

NEW YORK - THOS. COOK & SON, 245, Broadway.

(E. H. LOW, 1123, Broadway.

HALIFAX - S. CUNARD & CO. - - -

ST. JOHN, N.B. - H. & A. ALLAN - - -

ST. JOHN'S, N.F. - SHEA & CO. - - -

TORONTO - ALLAN LINE AGENCY - - 77, Yonge Street.

MINNEAPOLIS, ALLAN LINE NORTH-

Minn. WESTERN AGENCY - 13, Washington Avenue.
(O. N. WESTLUND.)

BOSTON - H. & A. ALLAN - - - - 80, State Street.

CHICAGO - ALLAN & CO. - - - - 174, Jackson Boulevard.

SEATTLE, W.T. - CHILBERG STEAMSHIP

AGENCY - - - - 601, First Avenue,
Corner Yester Way.

WINNIPEG - W. R. ALLAN - - - - Gen. Agent,
Canadian North-West